



City Transportation 2010

Transportation Commission

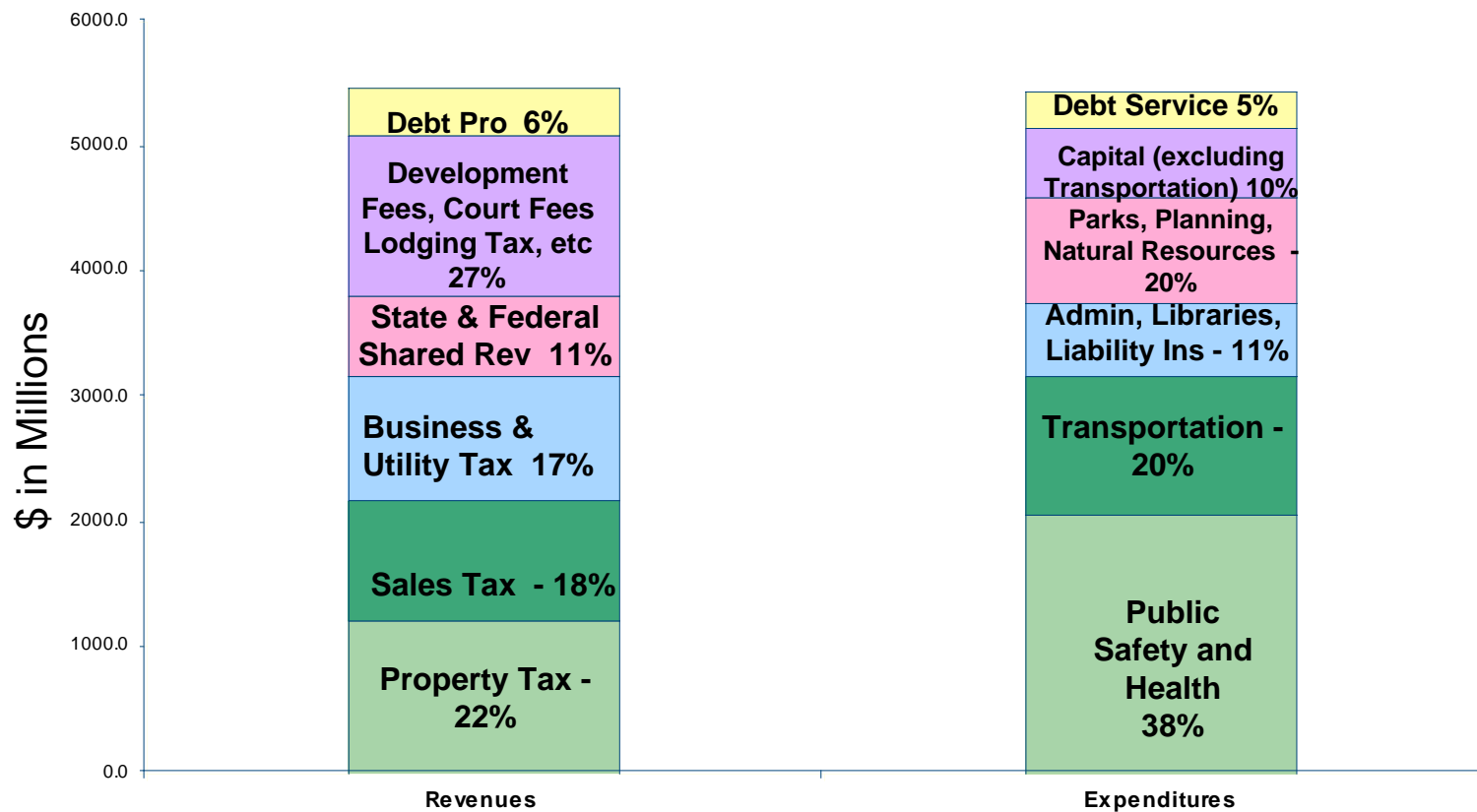
March 16, 2010

**Dave Catterson for Ashley Probart
Association of Washington Cities**

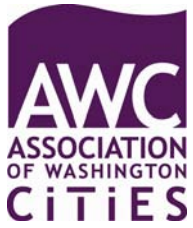


City Overview - 2008

Revenues & Expenditures , Revenues \$5.47 Billion* (source = LGFRS**)



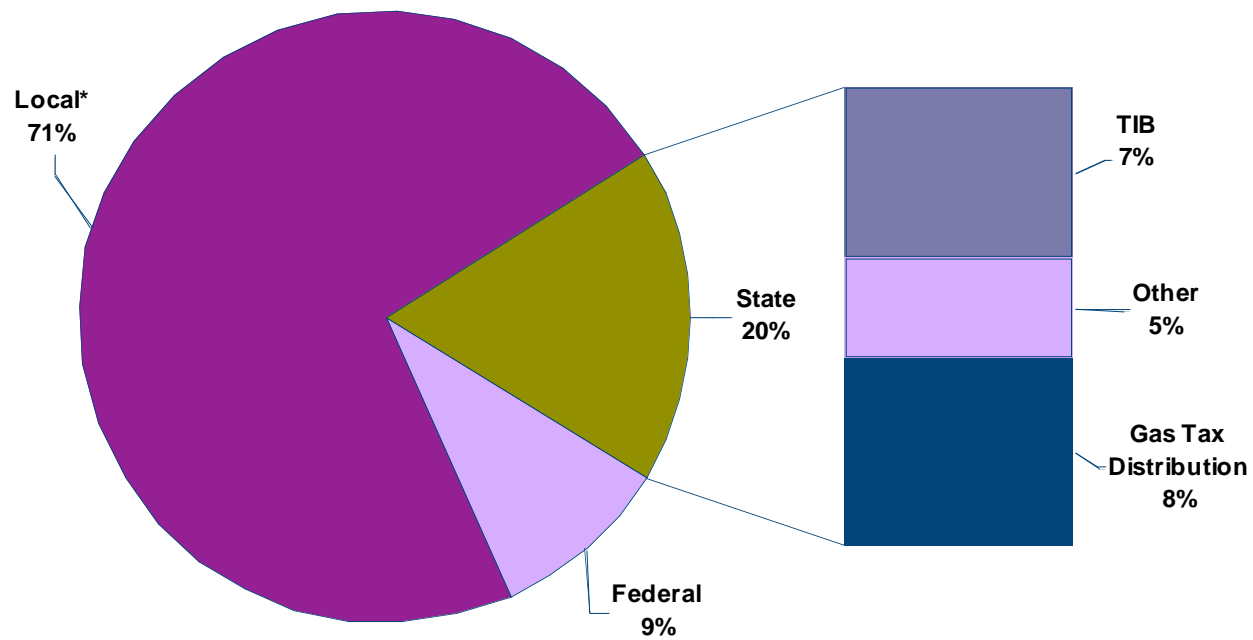
* Excludes Utilities (enterprise funds). **General, Capital, Debt Service & Special Funds



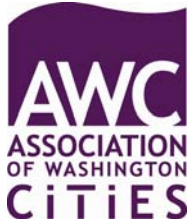
City Overview: Local Funds Pay for Local Streets

City Transportation Revenues – 2008 1.2 Billion

All Cities - 2008



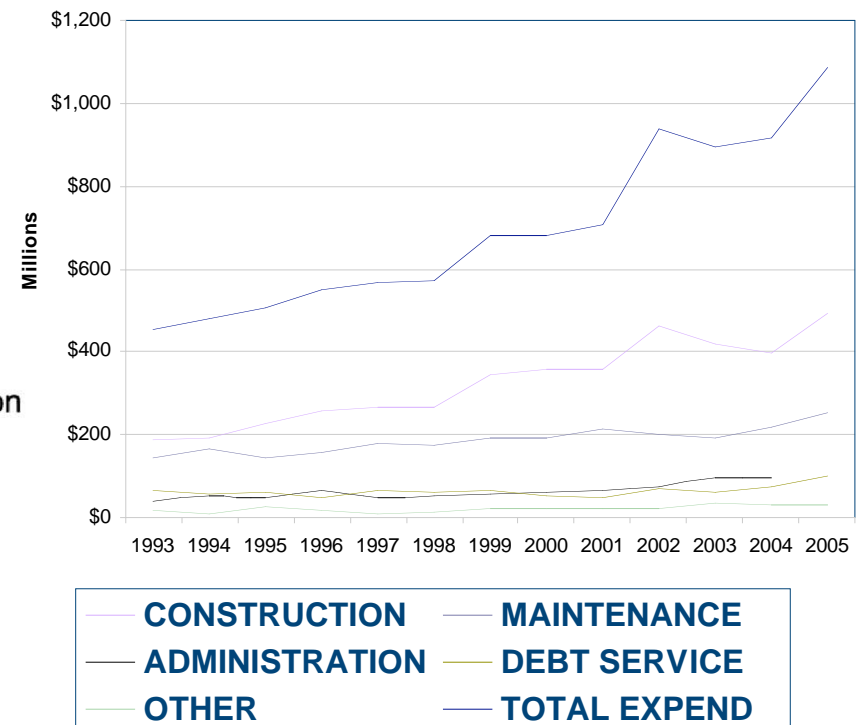
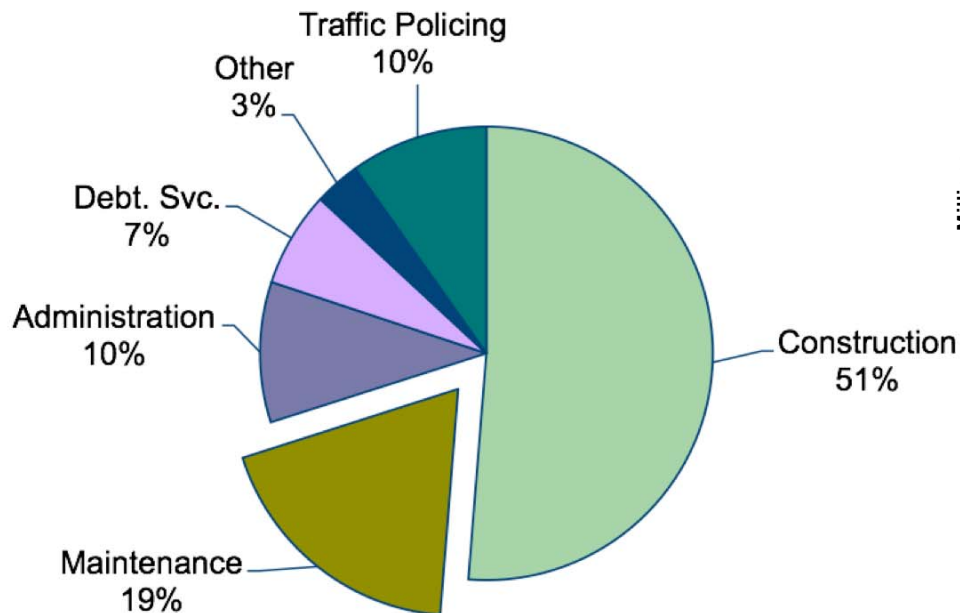
* includes Local Revenue Sources and Public Works Trust Fund Loans



City Overview: Expenditures

City Transportation Expenditures – 2008 – \$1.2 Billion

In 2008, cities invested \$1.2 billion on transportation. Approximately \$220 million for street maintenance alone. Yet this covers only one-third of ongoing needs and does not address a critical maintenance backlog.

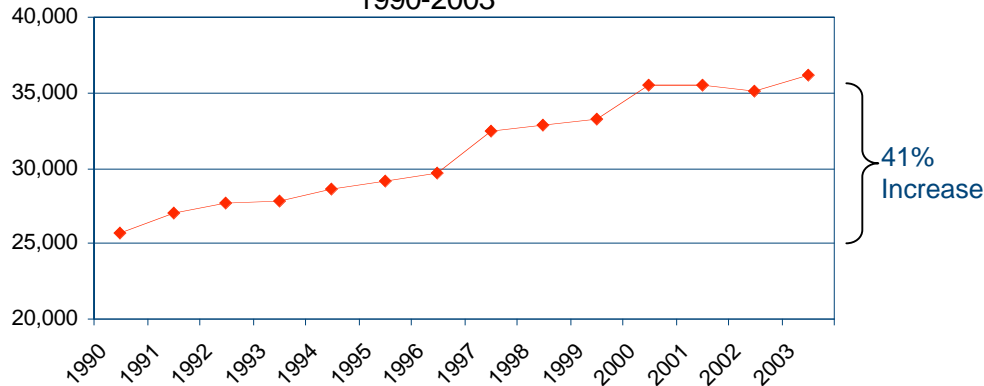




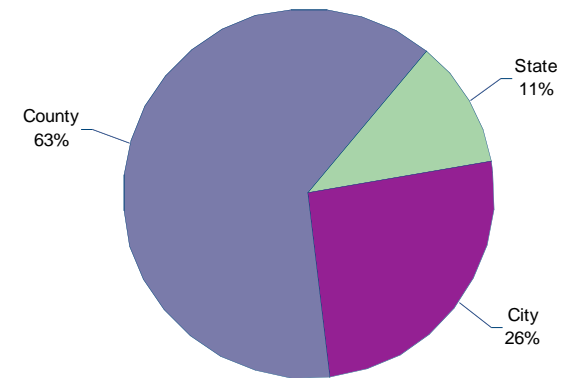
City Street System

Arterials, Collectors, Local Network, State Highways

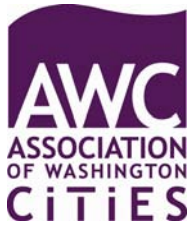
Growth in City Street Miles
1990-2003



Lane Miles by Category



- Lane miles of city streets have increased by 10,505 miles (41%) since 1990.
- 94% of city centerline miles are paved streets.
- 674 bridges (bridge replacement cost at \$350 sf, is \$1.88 billion).
- Cities over 25,000 in population have added maintenance and operational responsibilities on (non-Interstate) State Highways within their city boundaries (2,228 lane miles).
- Cities also provide signalization, sidewalks, streetlights and other appurtenances.



Highway Maintenance Responsibilities in Cities

(Managed access highways*)

Cities
under
25,000

City Responsibility - Operational (consistent with state laws)

- ✂ Street Illumination
- ✂ Cleaning-streets, catch basins, snow plowing, etc.
- ✂ Existing Stormwater facilities
- ✂ Traffic and parking enforcement

State Responsibility – Structural Integrity

- ✂ Roadway surface and shoulders
- ✂ Traffic Control Signals
- ✂ Slope stability
- ✂ State has snow plowing authority when necessary
- ✂ Route markers, directional signs

Cities
over
25,000

City Responsibility (consistent with state laws)

- Same responsibilities as above, plus
- Slope stability
- Traffic Control Signals

State Responsibility**

- Roadway surface and shoulders
- State has snow plowing authority when necessary
- Route markers, directional signs

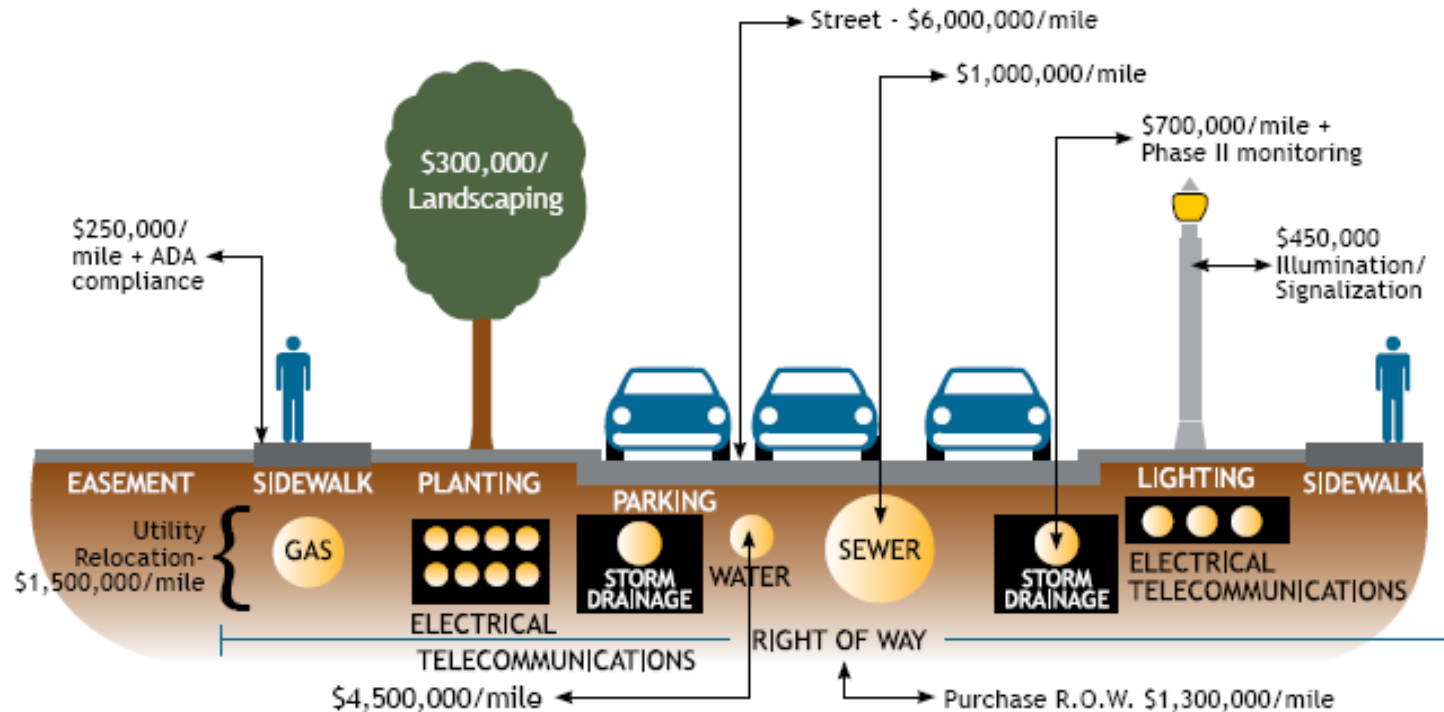
*WSDOT performs all of the above maintenance activities on Limited Access Highways (I.e. I-5, I-90, I-405, I-82, etc.)

**State Highway Improvements are typically a partnership between cities and the state

Typical “Street” Costs

Typical City Infrastructure Costs Today

City streets are more than pavement.



Plus ongoing maintenance, preservation and operating costs.



Typical City Street Investments

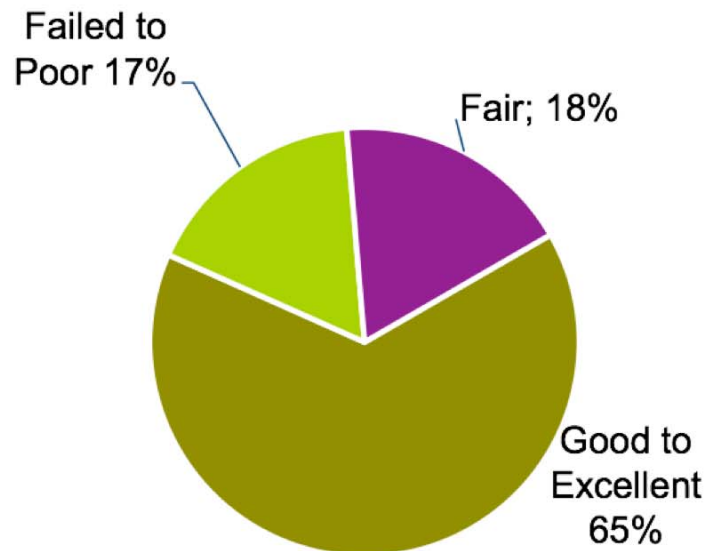
- **Streets in newly incorporated and annexed cities experience major investments to meet urban standards.**
- **Larger economic centers need major improvements for congestion relief, freight mobility, and earthquake protection.**
- **Many intermediate and smaller cities serve as a through corridor for commuting workers, resulting in extraordinary congestion.**
- **Small rural communities typically seek to fund the most basic resurfacing projects and cannot afford even modest improvements to their streets (Grant support is traditional funding method).**
- **Eastern Washington cities face freeze/thaw cycles that accelerate street deterioration.**



City Pavement Ratings

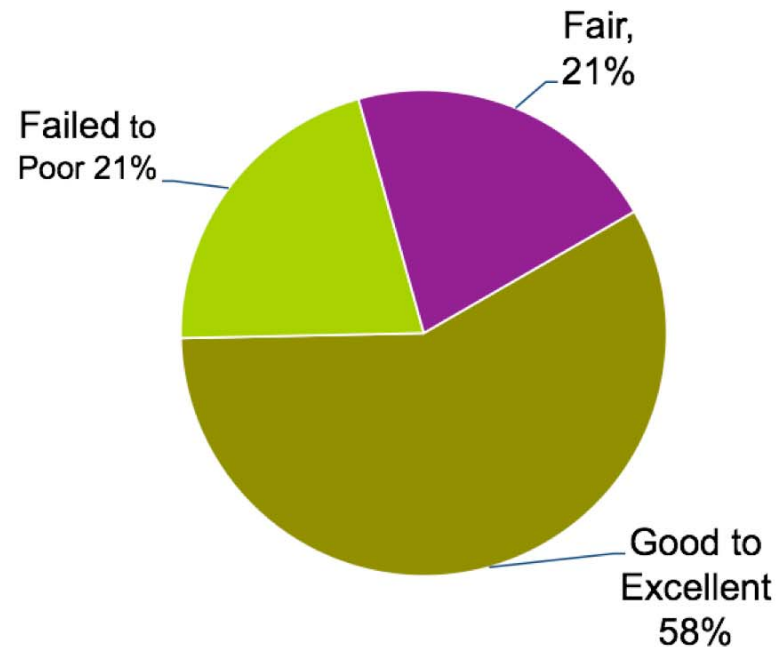
2006

58 cities reporting over 75% of network



2008

104 cities reporting over 80% of network





Pavement Conditions of Selected Cities

City	Centerline Miles	Ave. Rating Score	City	Centerline Miles	Ave. Rating Score
Auburn	41.45	64	Ellensburg	25.29	51
Kennewick	67.86	87	Yakima	68.20	76
Mount Vernon	28.00	77	Spokane	213.63	67
Spokane Valley	123.96	77	Bellingham	68.61	80
Mercer Island	23.45	79	Auburn	41.45	64
Ocean Shores	22.87	85	Vancouver	103.25	74
Federal Way	39.39	79	Seattle	451.23	68
Kent	46.69	82	Shelton	14.94	50
Port Angeles	36.87	60	East Wenatchee	13.73	51
Lakewood	68.33	82	Lacey	33.33	82
Tumwater	27.53	62	Kirkland	52.59	58
Port Orchard	9.96	72	Tacoma	193.38	69
Shoreline	35.16	74	Totals	1908.33	70
Renton	57.18	54			

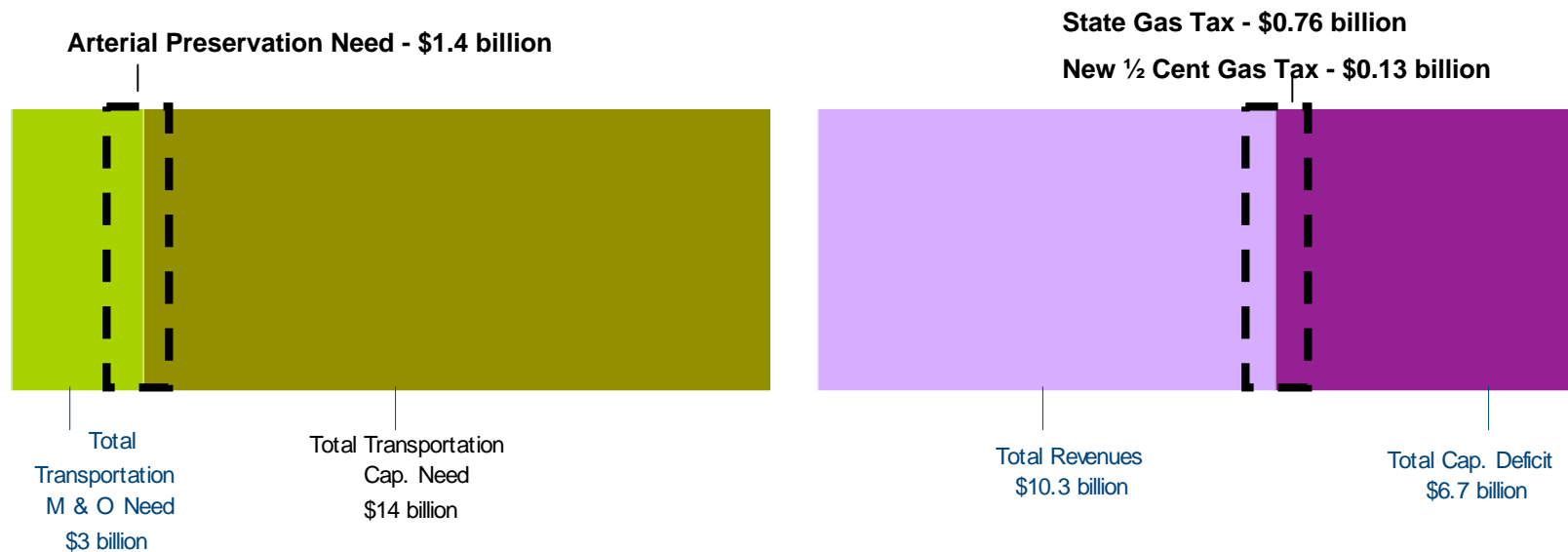
2008 Average Arterial/Collector Rating = 67

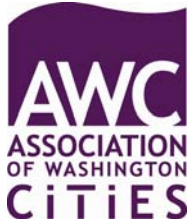


10 year Transportation Capital Program & Maintenance Needs 2004-2013

The Transportation Capital Improvement Fund is where cities identify and fund larger street projects.

- Fund sources are a combination of local funds, state and federal grants and loans and the dedicated state gas tax.
- Projects include rehabilitation and reconstruction of streets as well as other right of way improvements such as bike lanes and sidewalks.
- City bid laws require larger projects to be put out to a competitive bid process.





Summary

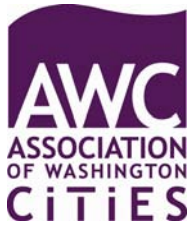
- 63% of the state's population resides in cities; 26% of all traffic volumes occur on city streets.
- Cities are the economic engine – 90% of the Gross State Product takes place in cities.
- Cities depend heavily on their general fund dollars for transportation. There is competition for those dollars to provide essential services such as fire and police.
- 21% of our city street system is reporting failed to poor pavement condition.
- Of total city transportation expenditures, 1/4 is invested in maintenance/preservation.
- Competitive grants and a major portion of cities' share of the 2.96 cents of gas tax is targeted to new construction which results in deferred maintenance /preservation.



Impending Infrastructure Crisis

City Streets:

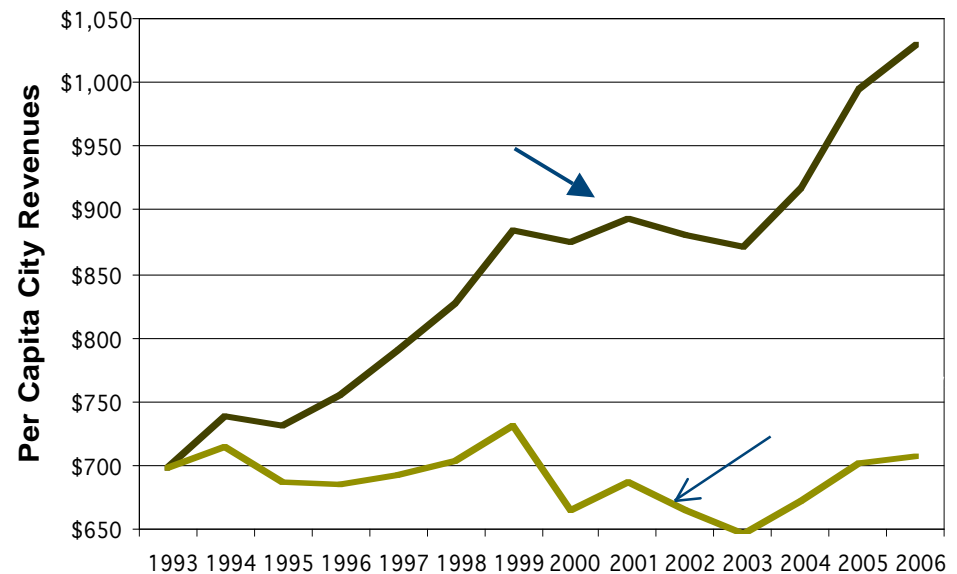
- Typically, over 70% of a city transportation budget is from general fund dollars that must also compete for other city services.
- Overwhelmingly, city officials report that the projects most commonly impacted by rising costs and dwindling resources are street projects.
- 1 in 3 cities has inadequate street capacity
- 66% of city officials say that major replacement or enhancement is needed for their streets simply to meet current demands
- More than half of city officials say streets is one of the three most difficult services to sustain.
- Approximately 700 Bridges: 1 of 4 functionally obsolete, 1 of 10 structurally deficient or weight restricted



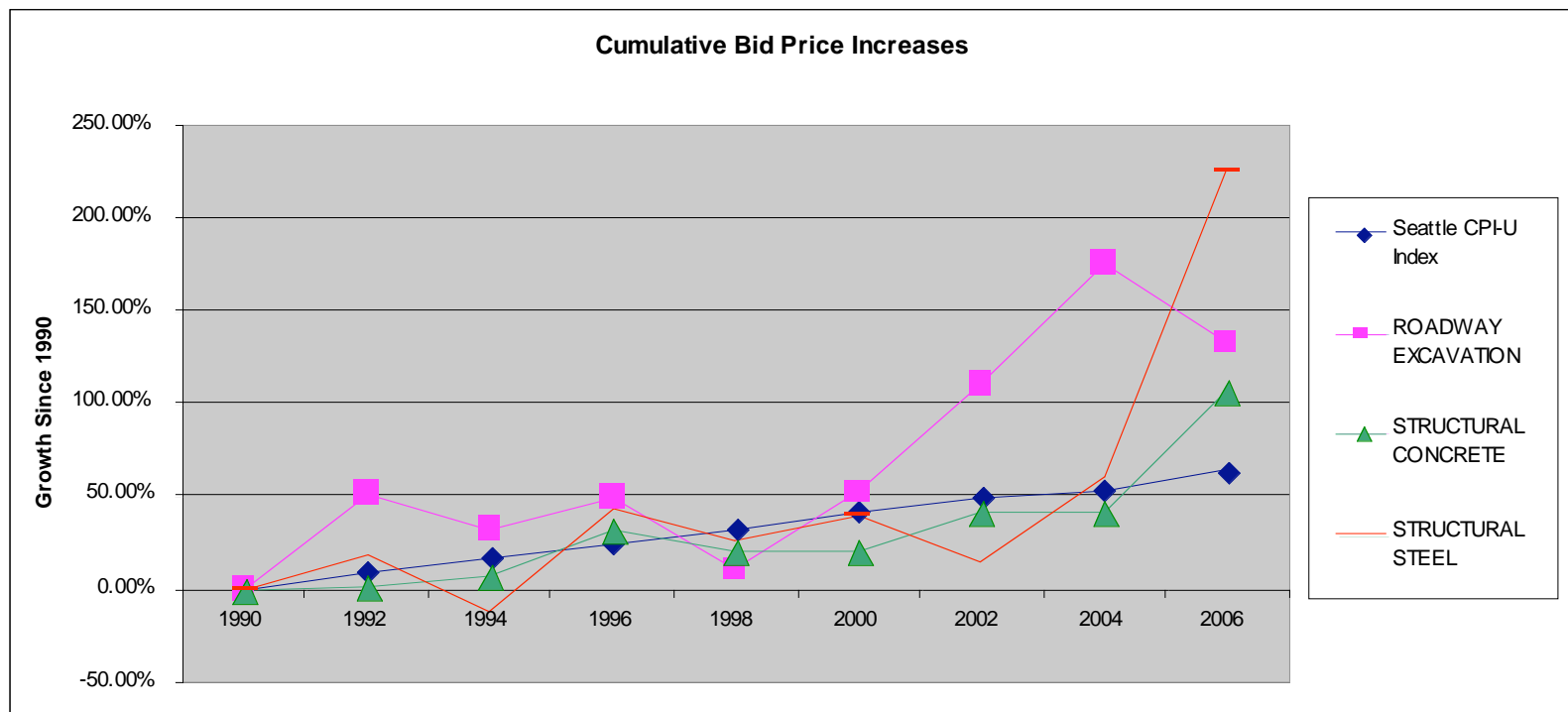
Economic/Fiscal Barriers

Over the past 15 years, per capita revenue hardly keeps pace with inflation

	Per Capita Revenues*	Adjusted for Inflation
1993	\$698	\$698
1994	\$738	\$714
1995	\$731	\$686
1996	\$755	\$685
1997	\$791	\$693
1998	\$827	\$704
1999	\$884	\$731
2000	\$874	\$664
2001	\$893	\$687
2002	\$880	\$664
2003	\$871	\$647
2004	\$917	\$673
2005	\$994	\$702
2006	\$1029	\$708

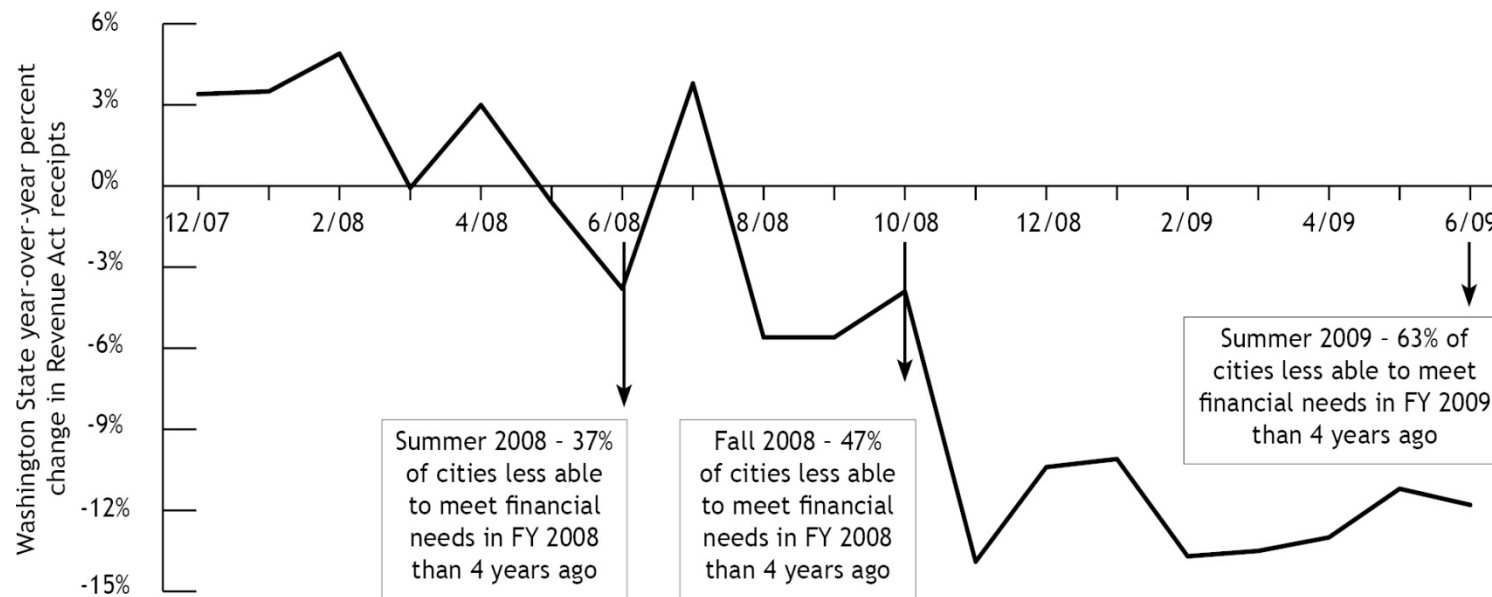


Economic/Fiscal Barriers



Effects of the recession

As the statewide economy deteriorates, the percentage of cities less able to meet the needs of their community grows



Note: Revenue Act receipts include: retail sales, business and occupation, use, public utility, tobacco products; not corrected for inflation

Source: Department of Revenue



Transportation Commission Assistance

- Continue to support city transportation needs
- In the Next Washington's Transportation Plan update:
 - Support future state transportation revenue proposals that include a local government funding component.
 - Support Climate Change related legislation that includes adequate state assistance to achieve desired goals.
 - Continue to support city preservation and maintenance investments for their entire network.
 - Support local transportation options, such as Transportation Benefit District Authority, Street Utility Authority, as financing tools to achieve transportation investments.